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[a185]

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[a44]

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Hongkong, 1st September, 1904. [a286]

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Hongkong, 18th January, 1905. [a275]

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Hongkong, 12th January, 1905. [a22]

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Hongkong, 3rd October, 1900. [a2]

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THE MANAGER.  
Hongkong, 7th October, 1904. [a19]

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[a37]

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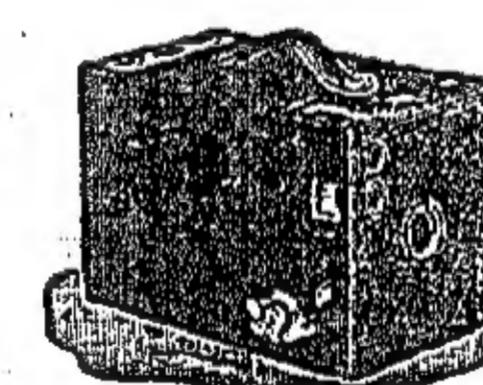
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Hongkong, 6th January, 1905. [a26]

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## BIRTHS.

On 4th January, at Peking, the wife of R. DE LUCA, of a son.

On 16th January, at Chefoo, the wife of VIVIAN R. ECKFORD, of a son.

## DEATH.

On 16th January, at Shanghai, WILHELM DISCH, German Post Inspector, aged 34 years.

**The Daily Press.**HONGKONG OFFICE: 14, DESVREUX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, JANUARY 24TH, 1905.

ADMIRAL SIR JOHN FISHER, the new First Sea Lord, has proved his capacity. The new scheme of naval organization, a short synopsis of which we have published, is evidence of the truth of Sir John's statement that the Admiralty Board is "united, determined, and progressive." There appears to be as much common sense as strategic foresight about the re-arrangement. The Times objects to the "mischievous tendency . . . to attribute the action of the Admiralty . . . to the personal influence and initiative of this or that member of the Board." Is this not a little foolish on the part of our revered contemporary? Surely some one man has to moot a reform before a Board, or corporation, can carry it? If Parliament decides upon tariff reform, may we not credit, or discredit, as our views incline, Mr. CHAMBERLAIN's responsibility? There can be nothing mischievous in thus bestowing honour where honour is due, and to Admiral FISHER most Britons will like to ascribe the discovery that warships, being intended for war, are better prepared and arranged for war. It bears out our contention, that Sir JOHN should have so appraised the Admiralty Board, for what more natural than that a man should think highly of the sense of a company that approves and adopts his own ideas? It is only those who disagree with and oppose

us that we dub stupid. The Times leader in which we noticed the sentence quoted has other evidences of careless thought or negligent writing. To quote only one instance, our great conqueror first refers to the reforms as "drastic," and then indulges in a laboured argument to show that they were in the nature of evolution, not revolution. Such obvious indications of fallibility encourage us to insist that to Sir JOHN FISHER, and to him principally, the thanks of the nation, and of such members of it as take particular interest in the bulwarks of Old England, are due. Out here, where Sir JOHN's exploits at the capture of Canton and the Peiho Forts, and later in the China war of 1859-60, are still remembered, we feel some sort of warmer personal interest in his doings, since his promotion to the high and responsible office he now holds. Of the features of the naval re-organisation recently announced, the withdrawal of obsolete vessels is also of quite local interest, removing us, it does what we might call, were we unfortunately not Irish, some naval "land marks" from Chinese rivers and coasts. In a short time, whenever we gaze upon the war vessel that flies the Union Jack, we shall know that we are gazing upon a craft fit and ready for fighting, and not a portable residence for naval ten-pieces. The vessels withdrawn are in numerous instances quite seaworthy, but would stand a very poor chance in actual fighting. For economical reasons, therefore, it is desirable to cease expending money on craft that are useless for any purpose other than firing salutes and what Lord SELBORNE has called the "peace duties of Imperial police." An effective warship can discharge these duties just as well, and be ready for more serious duties at the same time. Those peace duties have their own importance, but to retain a lot of obsolete boats solely for them savours strongly of the philosophy of the man who cut two holes in his door, a little one for the kittens to enter by, and a larger one for the cat. The *entente cordiale* with France has permitted the Navy Board to mollify the nervous Home ratepayer by concentrating the naval force in the Channel, at the expense of the Mediterranean fleet. The most important feature of all is indubitably the arrangement for perfecting hasty mobilisation, so that commanders-in-chief may always count upon the ships in reserve as fighting units. It is admitted by experts, or would be were they frank, that hitherto our reserve ships have been, in case of war, almost as negligible as Russia's Baltic trawler-destroyers. The Home Fleet (now styled Channel Fleet) is to be permanently increased in strength, the present eight battleships, two armoured cruisers, and a number of protected cruisers of small importance, giving place to twelve battleships and six armoured cruisers. The latter are "the ladies to fetch," and the change is counted as meaning almost a doubling of our naval strength in the North Sea. Teutophobes will see in this something confirmatory of their recent scares, but we are quite sure that it is nothing of the sort. A practical sea fighter like Sir JOHN FISHER would probably have advised its necessity if there had been no German navy at all. The present Channel Fleet then becomes the Atlantic Fleet, with its base at Gibraltar, and is ready to reinforce either the new Channel Fleet or the Mediterranean Fleet, as occasion might require. This, experimented in at the regular manoeuvres, should bring about very speedily a cohesion and general understanding the lack of which our best naval officers have often lamented. The Mediterranean takes only eight battleships under the new scheme, and fills its ranks with more cruisers. The withdrawal of the small foreign squadrons releases a lot of trained men who will help to man more efficient ships, and be enabled to devote themselves to a study of war-time requirements. Plans affecting the China squadron are not fully developed, and probably nothing important will be done in their case until peace is restored in the Far East. The survival of the Japanese Fleet, after a formidable struggle, should argue, supposing our alliance to hold firm, less need for the services of this squadron in the future, and we doubt not that the future will see a considerable reduction, the pick of them going to augment the other forces. The wisdom of such a step is a matter that no one can estimate with certainty. Numerous objectors, especially the Yellow Peril people, would give tongue; but the party of economy at Home has as much to say as the adherents of the strong naval policy. Before abandoning the subject, we would like to point out, as a sample of true common-sense, the item in the general instructions which

permits flag officers to act sometimes on their own initiative, instead of always referring everything to the Admiralty. If this had always been so, many regrettable things would not have happened. There would, perhaps, have been no incidents such as those recent events in the Red Sea, which must have made BEESFORD grind his teeth, and NELSON turn in his grave.

An account of the races of the Royal Hongkong Yacht Club will be found on page 5.

The dead body of a Chinese coolie was found in the Bowen Road on Saturday.

H.E. the Governor will preside at the Prize Distribution of Queen's College, to be held at noon to-morrow.

The 75th half-yearly meeting of shareholders in the Hongkong, Canton and Macao Steamship Co., Ltd., will be held on the 14th prox.

During the temporary absence from Hongkong of Mr. A. S. Mihara (Manager of the local branch of the Nippon Yusen Kaisha) Mr. M. Mori will act in his stead.

H.E. the Governor will present diplomas to students of the Hongkong College of Medicine for Chinese at the Legislative Council Chamber on the 27th inst.

The present year's plague cases now number seven, last week having added three. Three cases of enteric are reported, and six of small-pox, four fatal.

A *Government Gazette* extraordinary was issued yesterday, proclaiming Shanghai an infested port within the meaning of the Quarantine Ordinance.

Dr. B. Barnett, assistant medical officer of health, leaves Hongkong by the P. & O. ss. *Coronation* for Cairo, having been appointed Assistant Inspector of Hospitals for Egypt.

A meeting of members of the Hongkong Gymkhana Club will be held in the Coffee Room at the Race Course next Thursday to pass the accounts and transact business in connection with the 1905 season.

Return of visitors to the City Hall Library and Museum for the week ending the 22nd January, 1905, were 274 non-Chinese and 102 Chinese to the former, and 112 non-Chinese and 1,382 Chinese to the latter institution.

Inland Lot No. 1,729 was sold by public auction for the term of 75 years, with the option of renewal of the lease, at a Crown Lands sale at the Public Works Department yesterday. The purchaser was Mr. Anthony Babington, who paid \$2 above the upset price of \$1,123.

Subject to audit, the Directors of the Hongkong and Whampoa Dock Company, Limited, will recommend at the forthcoming meeting a dividend of 12 per cent, equalling 38 per share and a bonus of 2 per cent, equalling 21 per share, together \$7 per share, and carry forward about \$500,000.

An artillerist from Shaukiwan attended the Police Court yesterday to answer a charge of assault. He was stated to have beaten without any reason a coolie, using a pole for the purpose. It was alleged that he jumped upon the man when down. His Worship fined defendant \$20, and ordered him to pay a further sum of \$20 compensation.

At the Police Court yesterday Inspector Frith of the Sanitary Department proceeded against a native from De Voeux Road for throwing a dead rat into the street, and thereby menacing the public health. A fine of \$25 was inflicted, or the alternative of six weeks' hard labour. We would like to see similar action taken against those who drop banana skins upon our sloping streets.

Yesterday Chan Yau was sentenced by Mr. Gompertz to three months' hard labour for appropriating the sum of \$1.70 from the person of a companion at the Western Market—Lee Ko, who was proved to be a Triad Society member, was sent to gaol for six months, and ordered to be publicly exposed in the stocks for six hours.

"Tourist" wants to know why so many Chinese hang orange peels on the front of their houses. One tells him simply that it is "joss pidgin," and he feels no wiser. Another was flippant, and said "to indicate they've had the pip." He thinks there must be a better explanation. He is right. The rinds of the orange and pumelo are preserved to make medicine prised by the Chinese.

A local resident, who posted a letter to Macao on the 12th December, received word yesterday that the addressee got it the day before, January 22nd. There must be gross carelessness at the Post Office here or at Macao.—While on the subject, we may say that we have seen civilians stop postmen, and examine all the letters, presumably to see if there were one for themselves. This is obviously improper, and the postmen should receive strict instructions to prevent such behaviour.

According to a Nanchang, capital of Kiangsi province, despatch, a large body of influential gentry and wealthy merchants of that province have presented a joint petition to the Shangpu (Ministry of Commerce) asking permission to form a provincial syndicate for the construction of a railway between Nanchang, the capital, and Kiukiang, the treaty port, of Kiangsi. The funds for the construction works are to be provided from the reserve and emergency funds of each hsien and chou (district and sub-province) of the province, and money subscribed at will by wealthy landowners and merchants of Kiangsi.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

7,000 CASUALTIES AT ST.

PETERSBURG.

LONDON, 23rd January.

The St. Petersburg strikers, to the number of 185,000, marched, quite unarmed, to the Winter Palace, their object being to make a peaceful demonstration. It was thought that such an enormous assembly would convince the authorities of the real need for the reforms promised and withheld.

The Tsar was at Tsarskoe Selo.

At the Winter Palace the monster deputation was expected, and disapproved of. Uhlans and Cossacks fired into, and charged at, the dense crowd, killing two thousand and wounding five thousand. Other troops who were ordered to attack the strikers refused.

The firing is continuing, and now the strikers are arming.

LATER.

It is reported that the strikers

have captured the Arsenal.

LATER.

It is now reported that the Tsar has gone to Peterhof; and rumoured that Duke Sergius has been assassinated. Forty thousand armed workmen are marching on the capital.

## LORD KINROSS DEAD.

LONDON, 23rd January.

John Blair Balfour, first Baron Kinross, is dead.

[Lord Kinross was a Privy Councillor, Lord Justice-General of Scotland, and had thrice been Lord Advocate. He sat as M.P. nineteen years. He was 68 years old.]

[REUTER'S SERVICE.]

ST. PETERSBURG.

LONDON, 21st January. The St. Petersburg strike is spreading "like wildfire." The police remain passive, apparently fearing to precipitate a conflict, but the garrison is standing to arms.

## THE WAR.

[REUTER'S SERVICE.]

CHINA AFTERWARDS.

LONDON, 21st January. The circular of Mr. Hay, whose direct purpose is to prevent land-grabbing at the end of the war, preserve the open door, and the old territorial status quo of China proper, has been formally and warmly accepted by Great Britain, Germany, and France; it does not apply to Manchuria for which Russia and Japan are now fighting. It is thought in diplomatic circles that the acceptance of the circular arrests any scheme on foot for the readjustment of China's boundaries, and removes a potential cause for future friction.

(N.C. Daily News Service.)

MISCHENKO'S RAID.

TOKYO, 14th January. The Liaotung garrison reports that the Russians were driven back in the vicinity of Yingkou on Thursday, and retreated in disorder north of Takuhan, between Yingkou and Newchwang. Sixty-two Russians killed and six wounded were left on the field, besides arms, in their flight. The Russian casualties are believed to be over two hundred. On Friday the Russians were routed again at Newchwang. Takuhan is about 8 miles north-east of the treaty port of Newchwang (Yingkou), the old city of Newchwang being about 10 miles farther to the north-eastward.

TOKYO, 15th January. The consensus of opinion here is that the Russian raid on the Liao river was principally designed to interrupt the northward transport of General Nogi's army.

The papers instance the proverb that "Negligence is a great enemy"; while they do not overlook Russia's violation of the neutral territory west of the Liao river.

RE-ELECTION OF CHATHAM.

The Hon. Dr. HO KAI had much pleasure in preparing the re-election of Mr. Brown as chairman for the coming year. It was unnecessary for the proposer to say much with regard to the way the chairman had carried out his duties. It was entirely due to his energetic action in 1904 that the balance of \$2,000 odd was wiped off. Everyone knew the trouble accompanying the wiping off of that amount. In Mr. Brown they had a most energetic and sympathetic chairman of the Finance Committee, and he certainly thought that no one in the colony could occupy that position in a more effective manner than he (Mr. Brown) had. He would ask all present to re-elect the chairman for the ensuing year.

Mr. Tso seconded the motion, which was unanimously agreed to.

The Hon. Mr. BREWIN said: I thank you for your kindness shown in acknowledging the kind way Dr. Ho Kai has spoken of me, which I am sure I do not merit. It is very gratifying to read the good record of progress made by the Hospital since 1887, the steady increase in the number of patients, and the large additions to the accommodation. I am very glad to know that during the present year we shall have another reminder in existence in Hongkong of the debt we owe to the philanthropy of Dr. Ho Kai and his family. We must all know of the Doctor's wish that the Maternity Hospital will extend rapidly. May I suggest to those most keenly interested in this work, that perhaps the best way of furthering that wish is the establishment of what is called in India a Zenana Mission. Considerable support is received by the Chinese at present, as can be seen by the names on the committee. These gentlemen who subscribe would never dream of calling in a European doctor or a Chinese graduate to attend them. Under these circumstances, if we receive their support, imagine what it would be if they were practically benefiting from the hospital. At present they are purely actuated to subscribe by abstract evidence. Until we have penetrated into Chinese families—which can only be done by the advent of a lady doctor—and convinced the Chinese ladies that they and their children will derive practical benefit from European doctors, we cannot expect, I think, much greater assistance than we receive at present. Should we succeed in doing so the support from the Chinese Community would, I am sure, amply repay any expense. Mr. Wells and Dr. Ho Kai are very kind in remarking what I have done towards wiping off the hospital's debt. I did little more than receive the money and hand it over, and have to thank members of the Finance Committee for their cordial and practical support. The last paragraph in the report alludes to Dr. Gibson going on furlough. You will all agree with me in wishing him bon voyage, and permitting him to recruit his health after the arduous labour which the post he holds entails.

Dr. GIBSON thanked the members of the committee for their kind wishes. His work was a pleasure to him, and he hoped to resume it after his short holiday.

## HONGKONG JOTTINGS.

The services of His Excellency the Governor are in great request just now for the distribution of school prizes. This week His Excellency's engagements include at least four of this character. Yesterday he was at Belilius School, to-day he attends at the Diocesan Girls' School to-morrow at Queen's College, and on Friday His Excellency presents diplomas won by students of the Royal College of Medicine for Chinese.

The speeches made by His Excellency the Governor at school prize distributions are usually very much to the point. I was particularly struck with the speech His Excellency made last week at the Ellis Kadourie School on the advantages of a knowledge of geography. In nine schools out of ten in England boys are notoriously weak in geography, but it is even more remarkable that schools in this great seaport of Hongkong should exhibit the same deficiency. Geography seems to me to be a most important study for boys because it stimulates education in the best sense of the word. Give me a boy who knows the geography of the world well, and I'll forgive him if he cannot spell "philistines" correctly. Hongkong some time in the course of the next two years will be visited by an American school which is learning geography by voyaging round the world on a steamer, stopping at a large number of places on the way to receive lessons which the students will never forget. It is a three years' course, if I recollect correctly, and the steamer with about 300 youths on board left America last summer for England, and will call at the China and Japan ports on its way back to the United States. It is a capital idea, but an expensive one, I guess.

Hongkong is becoming a noisy place to sleep in at nights, and I have some sympathy with a resident who confided to me his conviction that Lantao would be a desirable place of residence. There are other people in the Colony who have identical thoughts on the subject if the rumour is correct that some attempt is to be made to make Lantao via Macao as a health resort for the jaded residents of this Colony. There is talk of a large hotel being built in the near future on Lantao close to a good beach, and provided with the necessary grounds for good, healthy exercise. With such inducements there is every probability of the enterprise reaping its reward.

I am glad to learn on good authority that during the last few weeks there has been an appreciable exodus of beachcombers from the Colony, but there are still some here who have remained with us a long time, living on the charity of a benevolent public. There is, for instance, a young African Eurasian who has been working on the sympathies of the charitable for the last two months to my knowledge. He has a petition written in quaint English which purports to have been drawn up by our "J. C. Howe, A.C.D. Co. Material Dept." I am unable to find this gentleman's name in the Directory. The petition describes the applicant for charity as "a poor Christian who came from Africa a few months ago," had been ill in hospital and now wishes to return to Africa, for which a sum of \$60 is needed. Some time before Christmas this young man called at the Daily Press Office with his subscription list, to which a large number of people had attached their names for amounts varying from 50 cents to \$5. He then said he only needed something like five dollars to make up the amount required, and I have little doubt that this small sum was obtained the same day. On Saturday and Sunday last this young man was gathering subscriptions from houses on the Hill. I noticed that he had a new list showing over \$40 collected. If this young man was as anxious as he professed to get back to Africa as quickly as possible, he might by the charity of the Hongkong public have reached the land of his birth by this time. But Hongkong evidently possesses attractions for him, and the circumstances related above suggest that inquiries into the case by the police might be desirable.

The troubles of Mr. Gray Scott, the manager of the low-level tramway, have been enough to turn his hair prematurely white. The trams, however, now run with greater regularity, and I believe peculation is not so rife on the part of ticket-issuers as rumour alleged it to be a few months ago. The latest grumble is that the trams get off the rails rather frequently, owing to the rails becoming blocked with hard road metal. This is a matter which concerns not only the convenience, but the safety of the travelling public, and one in which the Public Works Department should be interested.

Eight British warships firing a salute on Sunday astonished residents who had forgotten that the 22nd was the anniversary of the King's accession. The fact that the salute was fired at one o'clock instead of at twelve was because the regulations require that salutes shall not be fired during the hours of divine service.

Presumably small-pox is rather prevalent up North, for three or four steamers arriving during the past week have had to moor at the quarantine station on that account. Last week's homeward-bound German Mail steamer had to go there, and so did yesterday's French Mail steamer. Six cases of small-pox were notified last week, and those are marked on the official return as "imported from Shanghai." Consequently Shanghai has been proclaimed by the Governor to be an "infected port."

BANYAN

## BELILIUS PUBLIC SCHOOL.

## PRIZE DISTRIBUTION.

H.E. the Governor attended this school yesterday morning and distributed the prizes won by successful students during the year.

After an exhibition of club and dumb-bell swinging, and a musical and elocutionary programme had been rendered by the students, the fourteenth annual report was read by Mr. IRVINE, Inspector of Schools, who said:—The attendance shows a decided improvement during the last few years. This is partly due, no doubt, to the absence of the plague epidemic, which has so seriously affected our numbers in former years. The average daily attendance (excluding Chinese girls learning Chinese only) for this year is 113,635 as compared with 93,5 in 1903, and 89,5 in 1902. In the purely Chinese division the number on the roll totals 290. The attendance on the whole has been very regular, some of the pupils living as far away as Kowloon and Wan Chai having made the full number—290, while several have been absent only one or two days throughout the year. At the beginning of the year a new arrangement of the infant department was made. Up till that time all beginners, no matter their age or nationality, were admitted to the infant department. By the new arrangement all the English speaking infants were formed into a class with Miss Winnie Bateman as their teacher. All the non-English-speaking pupils in the department were placed under the care of Miss Bateman with Miss Vanstone to assist her. The Indian boys were drafted off to form the nucleus of a school for Indians and Mrs. Hatwell was appointed to take charge of them. The number of Chinese girls learning English has increased under the present arrangement, the number entered on the roll for the year being 98. During the year some have left for various reasons, the number now in attendance being 60. The number of English infants in Miss Winnie Bateman's department has also increased. When the class was formed it numbered 16; the number on the roll in December was 32. It is certainly easier as well as pleasanter to teach pupils all speaking the same language, whether that language be Chinese or English. The two highest classes in the Chinese division come up for lessons in English with Miss Bateman's pupils for two hours every morning. For this no fees are charged, as it is more or less compulsory. The girls are shy and awkward when they first come, but they soon overcome this, and to judge by their faces, seem to enjoy their English lessons. The first class, representing standard seven, are young for such advanced work. Their ages average 14 years. By diligence and co-operation with my efforts they have overcome many difficulties, and it has been a great pleasure to work with them. They have all worked very well, and those who have obtained prizes have done so by counting only a few marks more than their less successful class-mates. The staff has changed a little during the year. Mrs. Fletcher has been away on leave since March, and is expected to return next March. Miss Vanstone sent in her resignation in April, and we were fortunate able to secure the services of Miss Lily Hoang, who has proved a kind and capable teacher. Mrs. Hatwell resigned her position as teacher of the Indian boys in November, owing to the corps to which her husband belonged being sent home. Mrs. Whitehead was appointed her successor, and is now in charge of the class. An increase was made in the school grant, and we were able to send Home an order for several school appliances that were badly needed. Our schoolrooms with the new pictures and maps on the walls look much brighter, and the lessons with the pictures to illustrate them are much more attractive in the eyes of the juniors. There is still a want unsupplied, and that is suitable readers for those learning to speak English. The ordinary readers are either altogether too childish in their ideas, or too advanced in language. It is surprising the long and difficult words that are used in English children's story books. Our school was examined before the Christmas holidays, and the Inspector took away the exercise-books of the Chinese learning English to judge of the pupils' progress. There was a short oral examination, and some did papers set by Mr. Irvine. In October this year we had the pleasure of receiving our new Governor, Sir Matthew Nathan, at our school. He expressed satisfaction at what he saw, and we were only sorry that he had so little time to spare us, but before coming to us he had been at Queen's College, and that being so large a school, had taken up most of the time. Perhaps we may have the pleasure of another and more lengthy visit another day, when we can show him more of what we do.

His EXCELLENCY was then called upon, and distributed the prizes, after which he said:—Ladies and gentlemen—It was only after some hesitation that I receded to the suggestion of the Inspector of Schools that I should include this school amongst those at which I was to present prizes this year, as the subject of girls' education is not one with regard to which I have very definite ideas and such ideas as I have are, I fear, somewhat heterodox. The functions of men and women in life are very different, and must, I believe, always remain so. The most ardent supporters of women's rights will hardly claim that they can become soldiers and policemen, blacksmiths or carpenters, as no one can well direct work he is physically unfit of himself performing. It follows that women are by nature precluded from those professions ultimately based on physical force or hard labour, such as the administration of government, the practice of navigation, law, engineering, etc. Then I believe that with the physical difference between men and women goes a mental difference. There are two elements in the mind of every man and every woman,

The first is that element which is called variously judgment, reasoning power, or colloquially sound common sense. The second is the female element which is by different people termed intuition, imagination, and sometimes genius. In the man the first of these elements predominates, and in the woman the second. But without some imagination a man, though he may be effectual, cannot be great. In the woman there often lacks that closeness of reasoning power necessary to give practical effect to her genius, and it is thus only through her influence on others that she can become the creator of great works. Roughly speaking man makes life possible, woman makes it beautiful, or as a poet has put it, we are God's trees, women God's flowers. Culture is necessary for the proper development of both, but has to be differently directed. In the use of the trees we want the wood and the shade, that is the strength and the protective power. In the case of the flowers it is the fragrance, the colour, and the form, that is sweetness, sympathy, and gentleness, that we look for. While, therefore, the education of boys must be largely utilitarian the training of girls should be directed towards making them intelligent and appreciative. The power of conversing in their own and other languages, and the understanding of arts, music, and literature with attendant studies of geography and history are the proper subjects for them to be taught, with only so much arithmetic as will help them in their marketing and household duties and so much practical science as will enable them to apply the principles of hygiene to their homes and may help them in that great and comparatively new branch of woman's work, the nursing of the sick. I see no need for the instruction which I found being given in one of the girls' schools in the Colony in stocks and shares. Such instruction can lead them to no ideals and hardly even to that object of questionable desirability, the acquisition of wealth. I see little advantage to be gained from the study of algebra and other branches of mathematics, subjects not likely to yield either profit or pleasure to a girl in after life. In science again more than in other subjects the little knowledge likely to be gained in a girl's school may prove a dangerous thing. Ladies and gentlemen, what I have said has been addressed to you. It has probably been, as it was intended to be, somewhat over the heads of the boys and girls here.

The report which has been presented to me by the Inspector of Schools is quite satisfactory. It shows that you have worked hard, and I hope you will go on working hard so that when your school career is over you will be able to derive pleasure from all beautiful things to be read about in books and which have been seen and heard in every corner of the earth; so that when you leave school you may be helpful in your homes, and the girls, when they marry companions to their husbands, and in the case of Chinese girls, assistants to their mothers, in law (laughter). I am very pleased with one statement in the report—that is, conduct—it is good, and there is an improvement in the manners of the Chinese. I have wished to mark my appreciation of this by presenting a special prize for good conduct, and as Mrs. Bateman has told me that Ida Noma is the best conduct girl, I will present her with the prize.

Mr. IRVINE, on behalf of the head master, staff and scholars, thanked His Excellency for his kindness in attending to distribute the prizes.

## ST. GEORGE'S BALL.

A meeting of Englishmen to consider the question of giving a St. George's Ball was held at the City Hall last evening. Sir H. S. Berkeley presided and Mr. F. B. L. Bowley acted as Secretary. It was proposed by the Chairman and agreed that for the future an annual St. George's Ball be held at Hongkong. Mr. E. W. Mitchell proposed that, as the season was so far advanced, the meeting be postponed till the same hour on the 1st November next. Mr. E. A. Hewett seconded and it was carried. Mr. Danby proposed that the following interim committee be appointed:—Sir H. S. Berkeley (President), Messrs. Butter, E. W. Mitchell, W. C. Dixen Babington, Sercombe Smith, White, Medhurst and Hewett. These, with the addition of Mr. Danby himself, composed the committee appointed.

## LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Chusan* left Singapore for this port on the 23rd inst. at 6 a.m., with the outward English mails, and is due here on the 28th inst. at 8 a.m.

The M. & M. steamer *Polynesian*, with the next French mail, left Saigon on Sunday, the 23rd inst. at 9 a.m., for this port.

The I.G.M. steamer *Bayern* left Kobe via Nagasaki and Shanghai yesterday morning, and may be expected here on the 31st inst.

The I.G.M. steamer *Sachsen*, carrying the German mails with dates from Berlin of the 3rd inst., left Colombo on Sunday, a.m., and may be expected here on Thursday, the 2nd prox.

The I.G.M. steamer *Prinz Sigismund* left Sydney on the 21st inst. at 11 a.m., and may be expected here on the 13th prox.

The I.G.M. steamer *Zieten*, which left here on Thursday at noon, arrived at Shanghai on Saturday at midnight.

The I.G.M. steamer *Boon*, which left here on Wednesday at 6 p.m., arrived at Singapore on Sunday at 8 p.m.

The steamer *Saint Louis* left Manila for this port on the 21st inst.

The A.L. steamer *China* left Moji for this port yesterday.

The C.P.R. steamer *Athenian* arrived at 5 p.m. on Sunday, the 22nd inst.

## GENERAL STOESSEL AT HONGKONG.

## A LOCAL DISAPPOINTMENT.

The failure of the French Homeward mail to come within eye reach owing to the quarantine regulations, was a disappointment yesterday, to those people who wished to cheer the hero of Port Arthur. Shanghai having, almost simultaneously with the *Australien's* arrival, been declared an infected port, the French steamer had to stay at the quarantine station. It was stated, moreover, that one of General Stoessel's officers was down with smallpox. The ship did, it appears, approach her moorings, but was sent back immediately.

The *Messageries Maritimes* ss. *Australien*, Capt. H. Verrier, arrived from Japan via Shanghai with the homeward mail yesterday. General Stoessel and his wife, besides some 300 Russian officers and men, are on board. A Russian captain on board is down with smallpox, and for this reason the ship has been kept in quarantine off Stonecutter's Island. The list of senior Russian officers is as follows:—General Reiss, Capt. Slipanov (Aide-de-Camp to General Stoessel), Capt. Kolosnikov, Capt. Postikov, Lieut. (and Mrs.) Nowikow, Lieut. Gantinsurov, Dr. Rukhinine, Capt. Vodarga (Aide-de-Camp), Colonel Cimirkis, General Gorbatovski, Colonel Hewstoll, Lieut. Grumich (Aide-de-Camp), Capt. Prince Miklowski, Capt. Nazewski, Lieut. General Naline, Major-General Tretiakov, Major-General Savitski, Major-General Grinzenko, Major-General Kotensko, Colonel Adzhurhvanoff, Colonel Peklad Gregorenko, Lieut.-Colonel Quinze, Admiral Lostchinsky. There are a so about 120 officers of junior rank, and about 150 rank and file.

A VISIT TO THE PEAK.

General Stoessel dined with Mr. C. Bologowsky, the Russian consul, at the Peak last evening, and afterwards went on board the *Australien*. He did not desire to be interviewed, saying that he was travelling in an unofficial capacity. The *Australien* proceeds on her voyage this afternoon.

GENERAL STOESSEL AT WOOSUNG.

The N.C. Daily News has the following:—The large crowd which assembled, at the M.M. jetty on the morning of the 19th in hope of seeing General Stoessel was disappointed as the gallant general was not among the passengers on the tender which came up at about 10 a.m. The General decided not to come up to Shanghai, though it is possible that his wife may pay us a visit to-day (20th). The tender which met the *Australien* on her arrival contained a number of Russian officials who went down to greet their compatriots from Port Arthur. When the party got on board the steamer General Stoessel was presented, according to Russian custom, with bread and salt, the latter in a salt cellar surmounted by a small silver gun which was suitably inscribed. Madame Stoessel was presented with a magnificent bouquet by the ladies of the party. General Stoessel still wore a bandage round his head. He looked very well, but his wife, on the contrary, looked as if the siege had told on her very much. The General is reported to have said, what is already well known, that it was the big 11-inch guns of the Japanese which rendered his fortress untenable. He could only have held out for three or four more days at the outside if he had not surrendered when he did. With regard to the large supplies of shells found inside the fortress by the Japanese, General Stoessel stated that these were only for the guns of small calibre. The large guns had only a few rounds apiece left, and the small arm ammunition was barely sufficient to ward off one Japanese attack. He derided the report that any of the Russian fleet could be raised and put to further service.

All the officers spoke in high terms of the Japanese, who carefully avoided doing anything that might make them feel the humiliation of their position. It is often stated that they did not fly their flag over Port Arthur until the transport on which General Stoessel had embarked had sailed. The guns left in the forts are stated to be practically useless and the reason for not eating horses was that thearrison was short of horses for the hauling of ammunition, etc., as was the men. The men, it seems, were on very short rations for some time, and were only served out horse meat once or twice a week.

During the day a number of officers and men came up to Shanghai, and they attracted a great deal of attention as they walked about the streets. We understand that the *Australien* will take on about 150 officers, and an equal number of soldiers as servants. The other officers and men will have to stay in Shanghai until a vessel can be found to take them. General Stoessel has booked his passage to Suez, where he will doubtless change for a Black Sea port.

The officers who came up found temporary quarters in various Shanghai hotels, in some instances five or six having to be crowded into one room. The hotels found it extremely difficult to understand what the guests wanted, as, contrary to the general supposition, few of the officers could speak any tongue but their own. During the day the Russo-Chinese Bank was crowded with Russians who had come to cash their drafts.

The *Shanghai Mercury* of the 19th had this account:—This morning at 5 a.m., at the time the M. & M. tender was advertised to leave the Jetty, Shanghai was as dark and dreary as it is possible to imagine. Although all the passengers were ready at the Jetty, together with the representatives of the firms of Messrs. Whiteaway, Laidlaw & Co., and Lieb, Wolff & Co. who ready with the goods they had been requested to take down for the benefit of the refugees, the boat did not start till 6.45 a.m. and reached Woosung after an uneventful trip, having on board Admiral Reitsestein and Captain Tesche of the *Australien*.

The tender arrived at Woosung shortly after 9 o'clock and the decks of the *Australien* were found lined with Russian officers and men.

It was not long before the passengers were on board the mail boat, the cabin, where were congregated the gallant general and his four lady proteges.

A most affecting scene transpired on the meeting of the General and his old comrades,

## KODAK FILMS &amp; ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO. PHOTO GOODS STORE, 17, QUEEN'S ROAD.

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

the most touching being when the bouquets were handed to the ladies who had so courageously endured the hardships of the most gaudy siege in modern times.

General Stoessel is a man about 5 feet 8 inches in height, bald headed and grey whiskered, with auburn moustache, having his beard clipped a la Parisienne. It was most touching to see, as he pardoned himself from replying to the congratulations of his fellow officers, the manner in which he excused himself, having received a wound in his right ear. It was not as the conqueror, but as the soldier that had done his best.

Shortly after a tribute was extended to him in the shape of a cake on which was a silver canon. This the General gallantly handed over to the ladies without comment. He was dressed in plain uniform with high boots, the only decoration being concealed in the breast of his coat and in striking contrast to the other officers on board the boat, who appeared to be as ordinary passengers of a friendly power.

There were over 600 officers and men on board, of whom three hundred are remaining in Shanghai. Some of them came aboard the *Bremen* to come to Shanghai and were taken to the *Australien* and the various hotels in town. Among those taken to the *Australien* were Admiral Lostchinsky and Gregorovitch. When the latter arrived alongside the *Australien* they were greeted with the band playing the Russian National Anthem and the men formed up to greet them.

None of the superior officers are to stay in Shanghai, all proceeding with the *Australien* to Europe.

THE HOTEL METROPOLE, LIMITED.

The first general statutory meeting of this Company was held at Shanghai on Jan. 16. There were present: Messrs. W. H. Bell (Chairman), W. C. Murray, C. A. Biddle, E. von Billa, and John Ford, representing 1,170 out of 1,426 shares.

The Secretary read the notice convening the meeting.

The Chairman—Gentlemen, this is the first general statutory meeting of the Hotel Metropole Company, Limited, and is called in accordance with the Company's Ordinances as set forth in Section 33 and in Section 66 of the Articles of Association, wherein it is stipulated that such meeting shall be held not more than four months after the formation of the Company. According to the certificate of registration, which is exhibited in the office, the Company was duly registered on the 28th of September, hence we are well within the time limit in holding this meeting. It is my agreeable duty to inform you that the business is in a flourishing condition, and it may be confidently asserted that shareholders will receive a fair profit on their investment. At the inception of the Company it was proposed to make extensive alterations to the frontage of the Hotel, but after mature deliberation your directors have decided to postpone such work for the present; therefore nothing has been done but what the management considers absolutely necessary for the comfort of guests and boarders.

There being no questions, the meeting then terminated.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PURS. CLOTH: A.B.C., 5th Ed. Letters. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NEW ADVERTISEMENTS

## WANTED TO LET.

SMALL PREMISES suitable for General Store with Good Windows. Apply to—

BOX 196, Care of Daily Press Office, Hongkong, 24th January, 1905. [200]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship "HAIMUN." Captain Robson, will be despatched for the above port TO-MORROW, the 25th inst., at 11 a.m. For Freight or Passage, apply to—

DOUGLAS LAPIAK & CO., General Managers, Hongkong, 23rd January, 1905. [205]

BOSTON TOW BOAT COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamship having arrived, Consignees of Cargo are hereby required to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 21st January, 1905. [207]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

## "ALEXIA."

Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY, the 23rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd January, 1905. [208]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

## "FORMOSA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by Mark, and delivery can be obtained as soon as the Goods are landed.

## This Vessel brings on Cargo:—

From London, &c., ex s.s. Arabia.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. TO-DAY, the 23rd inst.

Goods not cleared by the 30th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 23rd January, 1905. [209]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:—

## Epitome of the Week's News.

## Leading Articles:—

Neutralities.

Life in the East.

Chinese in South Africa.

Litigation in China.

The Diamond Discoveries in British North Borneo.

Weihsien Gold Mines.

Canton-Hankow Railway.

Hongkong Jottings.

Companies.

Supreme Court.

Canton.

School Reports.

Unlawful Landing of Arms.

Chinese Therapeutics.

Closing of Old Firm.

Chinese Manners.

Chinese Matrimonial Methods.

Kwangsi's Ex-Governor.

Japanese Stowaways.

Japanese Porcelain Exported.

Hongkong Volunteer Reserves.

Hongkong's Rainfall.

Hongkong's New Chief Justice.

Police Presentation of Hongkong.

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The "Asiatic" Homicide at Shanghai.

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Subscription, \$12 per Annum, payable in advance, postage 32.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 3 cents each, or \$1 for three copies Cash.

Hongkong, 24th January, 1905. [205]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods

W.M. PARLAME, Manager.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 24th January, 1905. [205]

[55]

## INTIMATIONS

THEATRE ROYAL, CITY HALL.

A MATEUR DRAMATIC CLUB

## JANE.

A FARCE IN 3 ACTS,

By H. NICHOLLS and W. LESTOCQ,

will be produced on

SATURDAY, 28th JANUARY, 1905.

Prices \$3, \$2 & \$1.

Sailors and Soldiers in uniform half-price to

Pit Stalls and Pit.

Booking Office at ROBINSON PIANO

CO., open from 9 A.M. to 4.30 P.M.

ARTHUR CHAPMAN, Business Manager.

Hongkong, 10th January, 1905. [203]

## WANTED.

Apply to—

M., Care of Daily Press Office.

Hongkong, 2nd December, 1904. [104]

## WANTED.

AT ONCE, a First-class HOUSE of Five

or Six Rooms. Good Location. Willing

to pay \$200 for suitable place.

Apply to—

M., Care of Daily Press Office.

Hongkong, 19th January, 1905. [203]

## WANTED.

WORKERS' CARS. (Daily Except Sundays).

Quarry Bay to No. 2 Police Station. 6.55 A.M.

No. 2 Police Station to Quarry Bay. 7.30 A.M.

and every 5 minutes until 11.00 P.M.

Causeway Bay to Kennedy Town. 6.50 A.M.

and every 5 minutes until 10.30 P.M.

Kennedy Town to Race Course. (Daily).

Kennedy Town to Race Course. 7.30 A.M.

and every 15 minutes until 6.00 P.M.

Race Course to Kennedy Town. 6.50 A.M.

and every 15 minutes until 6.40 P.M.

## WANTED.

CAUSEWAY BAY to SHAIKUWAN. (Daily).

Causeway Bay to Shaukiwan. 7.30 A.M.

and every 15 minutes until 10.15 P.M.

Shaukiwan to Causeway Bay. 7.30 A.M.

and every 15 minutes until 10.54 P.M.

## WANTED.

WORKERS' CARS. (Daily Except Sundays).

Quarry Bay to No. 2 Police Station. 6.55 A.M.

No. 2 Police Station to Quarry Bay. 7.30 A.M.

Kennedy Town to Central Market. 6.55 A.M.

Central Market to Kennedy Town. 6.50 A.M.

Special tickets for School Children may be obtained on application to the General Manager.

Price 100 Tickets \$2.

Special Cars may be arranged for on application to the General Manager.

Special Race Course cars leave the Hongkong Hotel (daily except Sundays) at 6.15, and 6.30 A.M. returning from the Race Course at 8.30 and 8.45 A.M. respectively.

For the Hongkong and Shanghai Banking Corporation.

For the HONGKONG and SHANGHAI

MESSRS. GEO. G. SANDEMAN, SONS &amp; CO., LTD.

## PORTS AND SHERRIES.

IN ORDER to keep up with the competition existing, through which the prices of these Wines have been lately reduced by as much as \$6.00 and \$10.00 per case, WE SHALL IN FUTURE GRANT A DISCOUNT OF

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MESSRS. GEO. G. SANDEMAN, SONS &amp; CO., LTD.

## PORTS AND SHERRIES

Listed by us.

GREGOR &amp; CO.

## WINE MERCHANTS,

34, QUEEN'S ROAD.

## ROYAL HONGKONG YACHT CLUB

THE COMMODORE'S CUP.—21ST JANUARY.

To-day was sailed the great event of the Hongkong Yacht Club season, viz. the Commodore's Cup, for which the Commodore, the Hon. Mr. F. H. May, presented three handsome prizes.

The wind was blowing from the southward over the island, and as is usually the case when blowing from that direction, it was very squally and fitful. At times the tops were being blown off the waves, and at other times the flattest of calms prevailed. In one of these calm patches the *Kathleen* turned right round as if she wanted to go home.

Just as the starting gun fired, a fairly strong squall was blowing on the line. *Vernon*, *Aileen*, *Elspeth*, and *Bonito* got the best of the start and *Vernon* was never-headed all the way to the markboat. Off Quarry Bay the yachts were all pretty much in a clump; the *Payne* being well up. *Lyeman Past* was reached by the three championship boats first, and it was seen that outside there was a strong and steady breeze blowing. The *Vernon* was the first to catch this wind, closely followed by the *Aileen* and these two were the first to round the markboat which was moored off Tang Lung Island. The *Elspeth* was the next to gybe round, and, at intervals, came the one-design boats, all in a clump. The *Aileen* came up with a rush and was the first to get through the pass on the return journey, but she then lost the wind, and the boats astern came up and overhauled her rapidly. By the time the New Dock at Quarry Bay was reached *Vernon* was quite out of the race, and the three one-design boats, *Colleen*, *Kathleen*, and *Bonito*, crept up. *Iris* also was showing up in mid-stream. It was here that *Colleen*, getting a private wind under the Hongkong shore, went clear away from everything else. *Kathleen* then headed the *Aileen* in the short tacks under the land, but the *Aileen* soon recovered her position, and all but saved her time off her at the finish.

The times at the finish were:

This time at the finish were:  
Yacht. H. M. S.  
*Min* ... 4 28 5  
*Bonito* ... 4 33 45  
*Kathleen* ... 5 6 30  
*Colleen* ... gave up.

## HANDICAP CLASS.

The *Alannah* was going very well in this class to day, and finished a long way ahead of the other boats. Only three boats finished, the *Payne* and the *Dove* giving up.

The times were as follows:

Yacht. H. M. S.  
*Alannah* ... 4 45 5 corrected 4 49 5  
*Chandeleur* 5 7 30 4 58 30  
*Iris* ... 5 8 25 5 1 35

It is noticed that the sailing races of the Hongkong Regatta will be on the 6th February, so as to give the 11th clear for the trials of the rowing and to allow competitors to sail and row also. As this day is a Chinese holiday, it will allow the starts being made from 10 to 11 a.m. instead of from 12 to 1 p.m. Members are reminded that their entries have to be made as stated in the Regatta programme.

MR. RAPHAEL E. BELLIOS, M. P.

He is not yet "M. P." but the *South London Chronicle*, from which we take the following article, describes him as "a fighting candidate." Mr. Raphael E. Bellios, barrister-at-law, of The Cloisters, Middle Temple and Piccadilly, by invitation of the Conservative Council, met that body, and, briefly, the result of that meeting was a promise from that gentleman to fight the battle of the party against the Radical candidate at the next election.

Mr. R. E. Bellios is 25 years of age, and the son of the Hon. E. R. Bellios, C.M.G., who sat on the Legislative Council at Hongkong for 20 years. The son comes of a Conservative stock, his father being a staunch supporter of that party, and a great admirer and personal friend of the late Lord Beaconsfield, with whom he corresponded freely on matters of public interest. Mr. R. E. Bellios, who was called to the Bar in 1902, has from the first marked out for himself a political career, a legal training being a stepping stone thereto. To obtain a thorough grasp of the political machine, general and local, he has laboured gratuitously for a considerable period in the Office of the Central Conservative Association. Besides having gained there a great deal of useful experience, he has also assisted as organiser and speaker at recent by-elections as far as possible, and in taking up the position he has done in West Newtonington, comes to us, not as a raw recruit, but as a somewhat experienced campaigner.

Mr. R. E. Bellios is under no misapprehension as to what lies before him in the constituency. He has a perfect acquaintance with its record since it first returned its own individual member, and is neither unduly optimistic or pessimistic. He knows the adverse majority he has to face, but at the same time thinks there have been many contributory causes leading to the present position which it is quite possible to remove.

Anything that one can fairly do Mr. Bellios is absolutely determined to attempt. Young, ardent, brimful of energy, he has resolved to put in—and we believe will put in—an amount of personal work that cannot fail to make a big impression in course of time. Fresh vigour will be infused into every department of Conservative and Unionist life in West Newtonington, and before long we confidently predict that he as to its political future, which in many respects has long lain dormant will be revived, and very many who have counted effort for our cause in that district labour lost, will come to the conclusion the time has arrived for us to once more take their share in political work.

Mr. R. E. Bellios will take every opportunity of talking over working men's questions with working men, and then leaving them to come to their own conclusions. Undue pressure to obtain a promise of support he does not believe in. The willing vote of a man who has been convinced by fact and argument he would prize. His opinion on the working man's vote is a sound and perfectly justifiable opinion. While recognising the fact that the majority of that class cast in their lot with the Radical party, he contends that they do so under a misapprehension. They have been led to believe, or perhaps it would be better to say they have obtained a vague impression—that the Radical party is the only party that has done anything for them. They are unaware of all that the Conservative party has done and is doing on their behalf, and sometimes believe it is trying to get the better of them. To remove false ideas, to prove to the working men that the party he supports is, to say the least, quite as much their friend as the Radical party, and to discuss all matters affecting them, Mr. Bellios will take every opportunity that presents itself of meeting them face to face.

Mr. Bellios is something of a cricketer, having founded a club in Hongkong while resident there. But he appraises his worth with bat and ball very modestly. Tennis and horse-riding largely claim him. He is a member of the following well-known clubs and societies amongst others:—The Constitutional Club, the United Club, the Primrose League, Hardwick Debating Society, and the Union Society of London.

Mr. Bellios has a great task in front of him, but he is approaching it in the right spirit. He is entering a battle in which much honour may be won; and we believe that whatever he may be the result of the next contest, at least we shall not be able to say of him that he had not strained every nerve, used every endeavour, and utilized every influence, to recapture for the Conservative Party the West Newtonington Parliamentary seat.

Mr. Bellios is an active Mason, and member of the Empire Lodge (into which he received the benefits of admission at the hands of the Japanese Ambassador) and Chapter. He is, of course, a supporter of the Masonic charities.

Mr. R. E. Bellios (who intends to actively work in his husband's cause, lest anyone should think he has horridly Radical instincts) is a daughter of Mr. Israel Hart, a Radical who has contested for his party Hackney and the Hythe Division of Kent.

The times at the finish were:

Yacht. H. M. S.  
*Dione* ... 3 49 40  
*Aileen* ... 4 29 55  
*Vernon* ... 4 37 45

## ONE-DESIGN CLASS.

The wind was light at the start, and further east calm patches were scattered over the harbour, through which the yachts had to pass. A level start was made. *Min* and *Bonito* slightly in advance of the other two. *Bonito* slipped away in the run, but came back to the others in a calm near the markboat. Gybing round, all four stood over to Channel Rocks, *Bonito* and *Min* reaching away ahead, and *Colleen* and *Kathleen* following. A further gain was made by the two leaders running down from Channel Rocks to Lyeman Beacon, and the race resolved itself into two separate ones, *Bonito* and *Min* having a close race together, and *Colleen* and *Kathleen* doing the same. Gybing round, *Bonito* went away in the most wonderful way from *Min* at first, but her lead was reduced after, and she finally rounded Kowloon Rock about one and a half minutes ahead. Her *Min* stood further out to windward of the markboat, and the wind heading all the yachts. *Bonito*'s lead was almost gone as she started for the beat home. Both yachts worked short tacks up the shore, and *Min* went by and worked out a good lead. The wind was getting lighter as they beat westward, and failed altogether off Blackhead's. Here a puff brought *Bonito* up again, and both yachts drifted slowly across the line, leaving *Min* by about 20 yards, a wonderfully close finish in such funky weather.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTEZ'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE'S CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 23rd November, 1902.

## SUFFERING WOMEN.

Many so-called women's complaints can be traced to disorders of the liver, stomach and bowels. A woman's work is more or less sedentary; she does not get the fresh air, the exercise, or the regular hours of rest that a man does, so that the liver becomes sluggish, the system does not get the rest it needs, and there is not a regular motion of the bowels. Constipation is one of the greatest dangers a woman has to fear, and the longer it is neglected, the more deeply rooted it becomes. The bowels are swollen and enlarged, thus displacing important members of the female organism, and causing a feeling of fulness after meals, stomach pains, headache, vomiting, bloodlessness, &c. But men who are constituted suffer from these same symptoms, so that it cannot be female trouble. When the constipation is cured, the distressing complaints will quickly disappear. Dr. Dean's Dinner Pills give tone and new vigour to the muscular walls of the colon, and soften the mass of waste matter, so that the bowels act naturally, and discharge the clogging impurities. A box of Dr. Dean's Dinner Pills should always be kept in the house, and a dose taken when the bowels have been inactive, or whenever food disagrees, or when there is a feeling of heaviness and discomfort in the region of the stomach. This medicine is purely vegetable, and perfectly harmless for men and women, young and old.

The sufferer from "habitual" constipation should take a regular walk every day, drink plenty of pure water, and breathe deeply, not only while Dr. Dean's Dinner Pills are being used, but afterwards, then no return of the disorder need be feared.

All the chief chemists and medicine-dealers sell Dr. Dean's Dinner Pills, price 1/1d for 1 box, or 6/- for 6 boxes; or the medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England.

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[73-12]

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REPAIR WORK to Steamers and  
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Moderate charges. Work solicited.

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Extreme Length. . . . . 323 feet.

Length on Blocks . . . . . 513

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## SHIPPING.

## ARRIVALS.

ALACRITY, British despatch-vessel, 23rd Jan., from Mirs Bay.

ANPING Chinese str., 1,158, G.C. Blithen, 23rd January, Canton 22nd Jan., General.

AUSTRALIEN, French str., 5,650, Verron, 23rd January, Yokohama and Shanghai 21st January, Mail and General—Messageries Maritimes.

CARL DIEDERICHSEN, German str., 767, H. Schlesier, 22nd Jan., Haiphong 19th Jan., and Hollow 21st, General—Jobson & Co.

DR. H. J. KIAER, Norwegian str., 691, 23rd January, Haiphong 20th Jan., and Hollow 22nd, General—A. R. Marly.

FORMOSA, British str., 2,615, B. H. W. Snow, 23rd Jan., London 10th Dec., and Singapore 17th Jan., General—P. & O. S. N. Co.

HELENE, German str., 771, J. J. Jøssen, 22nd January, Toulon 20th Jan., Corla and General—Jobson & Co.

IDOMENEUS, British str., 4,590, H. Nish, 23rd January, Liverpool 10th Dec., General—Buttersfield & Swire.

KOWLOON, German str., 1,500, Stein, 23rd Jan., Canton 22nd Jan., General—Siemens & Co.

LOONGHANG British str., 1,092, G. S. Weigall, 23rd Jan., Manila 20th Jan., General—Jardine, Matheson & Co.

NINGPO, British str., 1,228, Eddy, 23rd Jan., Canton 22nd Jan., General—Buttersfield & Swire.

SAMSON, German str., 998, Rohwaldt, 22nd January, Bangkok 16th Jan., Rice—Melchers & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE 23rd January.

Cranley, British str., for Durban, Lasa, Swedish str., for Chukking, Ningpo, British str., for Shanghai.

## DEPARTURES.

23rd January.

ASCOT, British str., for Durban, CHIYUAN, Chinese str., for Shanghai.

GELENE, German cruiser, for Singapore.

HELENE, German str., for Canton.

HUNTER, British str., for Weitawei.

HYSON, British str., for London.

LYZA, American str., for Manila.

PEHRSEN, Austrian str., for Yokohama.

PRIVEN, French str., for Haiphong.

TAIYUAN, British str., for Australia.

## VESSELS IN DOCK.

23rd January.

ABERDEEN DOCKS—Agincourt, Hue, U.S.S.

Scorpio, Shunda, Jacob Diederichsen, Empress of India, H.M.S. Virgo, Chihli, Indra, Metropolitan Dock—Honam, Stanley

Dollar.

## VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

## "PUNDUA."

Captain Thomson, will be despatched as above to MORI-OW, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to JARDINE, MATHESON & CO.

Agents.

Hongkong, 17th January, 1905. 255

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

## "LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 25th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSON & CO., LTD.

Agents.

Hongkong, 17th January, 1905. 248

THE EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIK PORTS.

THE Danish Steamer

## "PRINSESSE MARIE."

Captain Berntsen, will be ready to load on or about THURSDAY, the 26th inst.

For Freight or Passage, apply to MELCHERS & CO.

Agents.

Hongkong, 23rd January, 1905. 289

NIPPON YUSEN KAISHA.

FOR NAGASAKI, MOJI, KOBE AND YOKOHAMA.

THE Bucknall Line Steamship

## "BARALONG."

Captain Roberts, will be despatched for the above ports on THURSDAY, the 26th inst., at NOON.

For Freight, apply to A. S. MIHARA,

Agent.

Hongkong, 20th January, 1905. 276

FOR SHANGHAI & CHIN-WAN-TAO.

THE Steamship

## "OPLAND."

will be despatched for the above ports on WEDNESDAY, the 1st February.

For Freight, apply to SHEWAN, TOME & CO.

Agents.

Hongkong, 20th January, 1905. 280

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

## "CHINA."

Captain Tomanovich, will be despatched as above on FRIDAY, the 28th inst., P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO.

Agents.

Princes' Buildings.

Hongkong, 5th January, 1905. 13

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

SECTIONS.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CORONADEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	PIRAM	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st inst.
AMSTERDAM, LONDON & ANTWERP	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Feb.
MARSEILLE, LONDON & ANTWERP	IDOMENUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th Feb.
MARSEILLE, LONDON & ANTWERP, &c.	JAVA	Fre str.	—	S. Barcham	P. & O. S. N. Co.	About 15th Feb.
BREMEN, VIA PORTS OF CALL	BYVERN	Ger. str.	—	Verron	MESSAGERIES MARITIMES	To-day, at 1 P.M.
HAVRE, COPENHAGEN & BALTIK PORTS	PRINSESSE MARIE	Dan. str.	—	Horsten	MELCHERS & CO.	On 1st Feb., at Noon.
HAVRE & HAMBURG	ACADEMIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 8th Feb.
HAVRE & HAMBURG	SPEZIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 15th Feb.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINIE	On 27th Feb.
HAVRE & HAMBURG	SAMDIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAVRE & HAMBURG	RHENANIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINIE	On 21st Mar.
HAVRE & HAMBURG	SUEVIA	Ger. str.	k. w.	Kneisel	HAMBURG-AMERIKA LINIE	On 28th inst., P.M.
TRISTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Tomanovich	SANDER, WIELER & CO.	On 20th Feb.
GENOA, MARSELLA & LIVERPOOL	AJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 30th inst.
NEW YORK, VIA SUEZ CANAL	RAS ISRA	Brit. str.	—	Shewan, TOME & CO.	SHEDWELL & CO. LTD.	About 30th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	GHAZEE	Brit. str.	—		STANDARD OIL CO.	About 29th inst.
NEW YORK, VIA SUEZ	SENECA	Brit. str.	—	Habel	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	NUBIA	Brit. str.	k. w.		CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 8th Feb.
EMPEROR OF INDIA	EMPEROR	Brit. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
TO MARU	TO MARU	Brit. str.	—		BUTTERFIELD & SWIRE	On 27th inst.
LYREA	LYREA	Brit. str.	—		DODWELL & CO. LTD.	On 3rd Feb.
NUMANTIA	NUMANTIA	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	To-morrow, at Daylight.
EMPIRE	EMPIRE	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 14th Feb., at Noon.
PRINZ WALDEMAR	PRINZ WALDEMAR	Ger. str.	—		NISSON YUSEN KAISHA	Quick despatch.
FORMOSA	FORMOSA	Brit. str.	—		JAYA-CHINA-JAPAN LINIE	On 24th inst.
BALARONG	BALARONG	Brit. str.	—		BUTTERFIELD & SWIRE	On 26th inst., at Noon.
TIJANAS	TIJANAS	Dut. str.	—		JEDINE, MATHESON & CO.	Quick despatch.
KALGAN	KALGAN	Brit. str.	—		BUTTERFIELD & SWIRE	To-day.
LINAN	LINAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at Daylight.
YIKSANG	YIKSANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 28th inst.
CHINKIANG	CHINKIANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst.
SHANGHAI	SHANGHAI	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
SHANGHAI	SHANGHAI	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
SHANGHAI	SHANGHAI	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
SHANGHAI & CHIN-WAN-TAO	AMOY, STRAITS & RANGOON	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
FOOCHOW, VIA SWATOW & AMOY	FRITHJOF	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
ANPING, VIA SWATOW & AMOY	H. A. HABALSEN	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
SHANGHAI	CHUSAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
MARSEILLE, LONDON and ANTWERP, DIRECT VIA JAVA	S. Barcham	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
SINGAPORE, PENANG, & COLOMBO and PORT SAID		—	—			

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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

STEAMERS	DUE
GLASGOW and LIVERPOOL... "PARLING"	On 26th January.
GLASGOW and LIVERPOOL... "IDOMENEUS"	On 26th January.
GLASGOW and LIVERPOOL... "PROMETHEUS"	On 31st January.
GLASGOW and LIVERPOOL... "TENTOR"	On 6th February.
GLASGOW and LIVERPOOL... "PATROCLUS"	On 14th February.
GLASGOW and LIVERPOOL... "ACHILLES"	On 21st February.
GLASGOW and LIVERPOOL... "ANTENOR"	On 25th February.
GLASGOW and LIVERPOOL... "OOPACK"	On 27th February.

## HOMEWARDS.

STEAMERS	TO SAIL
"PRIAM".....	On 31st January.
"GLAUCUS".....	On 14th February.
"GENOA, MARSEILLES and LIVERPOOL"..... "AJAX".....	On 20th February.
"AMSTERDAM, LONDON and ANTWERP"..... "IDOMENEUS".....	On 28th February.
Taking cargo for Liverpool at London rates.	

## TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA	TYDEUS"..... On 27th January.

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Hongkong, 30th December, 1904.

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS TO SAIL.

STEAMERS	TO SAIL
* "TEAN".....	On 24th January.
* "KALGAN".....	On 24th January.
* "LINAN".....	On 24th January.
* "CHINKIANG".....	On 25th January.
* "SUNGKLIANG".....	On 25th January.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th January, 1905.

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
SHANGHAI..... "YIKSANG".....	Wednesday, 25th Jan., D'light.
MANILA..... "LOONGSANG".....	Fri., 27th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA "SUISANG".....	Tues., 31st Jan., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 20th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANTIA".....	4,370	Brehmer	January 23rd, 1905.
"ARABA".....	4,433	Bahle	February 13th, 1905.
"ARAGONIA".....	5,198	Schulze	March 5th, 1905.
"NICOMEDIA".....	4,370	Wagner	March 31st, 1905.

Through bills of lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 24th January, 1905.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR".....	4,425 Tons.	WEDNESDAY, 25th Jan.
R.M.S. "EMPERESS OF INDIA".....	6,000 Tons.	WEDNESDAY, 8th Feb.
R.M.S. "EMPERESS OF JAPAN".....	6,000 Tons.	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN".....	3,882 Tons.	WEDNESDAY, 15th Mar.
R.M.S. "EMPERESS OF CHINA".....	6,000 Tons.	WEDNESDAY, 29th Mar.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.

Intermediate on Steamers, 240. 1st Class Rail, 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder Street.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI.....	2540	R. W. Almond	Manila.	Sat. 28th Jan., 10 A.M.
ZAFIRO.....	2540	R. Rodger .....	Manila.	Sat. 4th Feb., 10 A.M.

For Freight or Passage apply to

Hongkong, 20th January, 1905.

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NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 28th January, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "India," 7911 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Caledonia," due in London on the 11th March, 1905.

Parcel will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,  
Superintendent,  
Hongkong, 17th January, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL WITH LIBERTY TO CALL AT THE MALABAR COAST.

PROPOSED SAILINGS.

About S.S. "RAS ISSA"..... 30th Jan., 1905.

For freight and further information apply to SHEWAN, TOME'S &amp; CO., General Agents.

Hongkong, 8th November, 1904.

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NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE, JAPAN—CHINA—AUSTRALIA.

FOR BRISBANE AND SYDNEY, VIA NEW GUINEA.

THE Steamship

"PRINZ WALDEMAR,"

Captain C. Wulff, will be ready to load for the above ports on THURSDAY, the 2nd February, 1905.

NORDDEUTSCHER LLOYD, MELCHERS &amp; CO., Agents.

Hongkong, 11th January, 1905.

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NATAL. LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL &amp; CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th January, 1905.

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NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OCEAN LAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

